

TWO MILLIONS THERE

President Carnot's Funeral Was
a Grand Pageant.

Cannons Are Boomed and Bells
Tolled.

TAKEN TO PANTHEON.

A Most Magnificent Civil and
Military Display.

Paris, July 2.—The remains of the late President Sadi Carnot, the murdered chief magistrate of France, struck down by the hand of Santo Cesarini, the anarchist, at Lyons, were deposited in the Pantheon yesterday by the side of the remains of his grandfather, Lazare Carnot, the "organizer of victory."

The funeral was made the occasion for one of the most remarkable civil and military displays in the history of France.

Crowds began to gather along the Champs Elysees, the Rue de Rivoli and about the streets on the Ile de la Cite, from early Saturday evening. People camped all night, quiet and mournful, discussing the tragedy and cursing the assassin.

At 9 o'clock Sunday morning the whole route of the procession was packed in a manner never before seen in this city. The weather was gloriously bright, but the heat soon became almost unbearable.

Lines of troops, infantry, cavalry, artillery and Republican guards were to be seen on all sides and mounted orderlies dashed here and there, bearing messages to and from the staff of General Saussier, the military governor of Paris. The mourning emblems displayed on all sides gave a mournful tone to everything, and helped to increase the gloom which spread over the vast assemblage.

There was an immense stir among the crowd when Casimir-Perier, the successor of the late president, drove up to the palace, for, contrary to precedent, the newly elected chief magistrate of France had determined to attend the funeral.

At exactly 10:25 a. m. the procession began its march toward the cathedral of Notre Dame.

After the clergy came a six-horse funeral car which had been used at the funerals of Presidents Thiers and McMahon. The trappings of the car and horses were richly embroidered with silver and angels with outstretched wings surmounted each corner. The casket was covered with the tricolor of France, and was heavily draped with crepe. There were no flowers on the funeral car.

As the funeral car passed those who had not previously bowed their heads did so, many of the women fell up in their knees, and made the sign of the cross and offered up a silent prayer for the repose of the soul of the murdered president.

As the procession emerged upon the Champs Elysees a mad cry, amidst the profoundest respectful silence of the crowd: "Vive Carnot!" "Vive la republique!"

The man who thus broke the mournful silence was immediately removed. Two infantry captains, bearing a large velvet cushion upon which rested President Carnot's various orders, marched after the funeral car. They were followed by the officers composing the civil household of the late president.

Behind the funeral car were the three sons of the dead man. The other members of the Carnot family, excepting the widow, came next, and preceded President Casimir-Perier, who followed them bareheaded with the cord of grand master of the Legion of Honor across his breast.

The procession reached the cathedral of Notre Dame at noon where a most impressive scene was witnessed. General Borius, surrounded by all the generals and officers of the staff, stood on the left side of the Place du Parvis Notre Dame. As the casket was taken from the funeral car the officers all saluted together, the troops presented arms, the trumpets rang out a grand salute, the muffled drums rolled and the bells tolled mournfully, the whole filling the air with a strange wailing sound which echoed far and wide.

The archbishop of Paris, Cardinal Richard, then emerged from the cathedral, followed by the whole chapter, and officiated at the removal of the casket which was carried slowly and solemnly into the sacred edifice, which resounded with the swelling tones of the grand organ, as M. Saint-Saens played the Beethoven funeral march.

The clergy, headed by the archbishop of Paris, preceded the bier up the aisle to a monumental catafalque, displacing the altar, which usually stands at that spot.

The catafalque was upon a dais ten feet high, and was surrounded by eight immense lighted flambeaux. The catafalque itself stood out weirdly illuminated by these flambeaux and by sixteen candelabra, each with eighteen candles. The rest of the vast edifice was dimly lighted by the rays of the sun, which filtered through the magnificent stained glass windows. The galleries of the tribune were packed with people who had been able to obtain admittance by special order.

President Casimir-Perier took his seat in the private enclosure around the pulpit. Behind him were seated the members of the late president's civil and military household.

The choir of Notre Dame and the Conservatoire de Musique executed the liturgical chants and two numbers of Gounod's "Mors et Vita." M. Felix Faure, the famous baritone, being the soloist.

The plaintive notes of "Dies Ira" were sung by the choir, and M. Faure's rendering of "Pie Jesu" from Saint-Saens' requiem mass, produced a profound impression. Before pronouncing the absolution the archbishop of Paris delivered an allocution.

The funeral car and its escort arrived at the Pantheon at 2:50 p. m.

amid the booming of a salute of 101 guns, fired by a company of artillery stationed at the Jardin du Luxembourg. The end of the procession had not reached the Pantheon before the funeral orations commenced.

Mme. Carnot remained at the Elysee Palace with her daughter and the wives of the members of the military household after the funeral procession had started, and at noon, when the body was arranged to arrive at Notre Dame, mass was celebrated in the chapel of the palace for the repose of the late president's soul. The chapel was draped with black, and the widow manifested the greatest anguish as the Abbe Kossinet officiated at the sacred ceremony.

Over 2,000,000 of people must have crowded into the main thoroughfares by which the funeral procession accompanied the remains of this late President Carnot to the Pantheon passed.

TRAGEDY AT CLAY CENTER

A Young Man Killed in a Drunken Row by a Negro.

CLAY CENTER, Kan., July 2.—A tragedy happened here last night resulting in the death of Bennie Brett, son of Mrs. John Brett, proprietress of the Cottage house. It seems that about a dozen young men, both white and colored whose age ranged from 14 to 20 years, procured a keg of beer and went to the Kansas Central railroad bridge west of the city.

A race war resulted and several fights were indulged in. One white boy, a Swede, was badly injured. Young Brett was hit on the back of the head with a piece of iron or brick and died in twenty minutes. All the parties were arrested and admitted to bail with the exception of a young negro, who claimed to have done the killing and who says he is glad of it. He is in jail.

WHITE HOUSE CRANKS.

Two of Them Called to See the President.

WASHINGTON, July 2.—R. S. Thain, a venerable, white-haired individual, claiming to be president of the People's Defensive Union, with a companion, called at the White house yesterday and requested an audience with the president. Mr. Thain said one of the objects of the union was to afford additional protection to presidents of the United States. He wanted permission to deliver a patriotic address from the steps of the capitol on the Fourth of July. The two got no further than the door however, and went away apparently satisfied when they were told that the president was busy and that the matter would be brought to his attention.

VOTE TAKEN TUESDAY.

The Senate Will Probably Act on the Tariff Bill This Day.

WASHINGTON, July 2.—The senate today entered upon the fourteenth week of the tariff debate. It is expected the vote, previous to returning the bill to the house, will be taken before adjournment to-morrow night. There is no agreement to this effect, but Democratic and Republican senators generally express the opinion that this can be accomplished.

ALL STRIKE AT PORTLAND.

Traffic Except on Local Trains Is at a Standstill.

PORTLAND, Ore., July 2.—All switchmen and firemen, car cleaners, roundhouse and yardmen went on a strike last night. No trains have arrived or left except locals on the Southern Pacific.

Strike on the Grand Trunk.

VALPARAISO, Ind., July 2.—A strike on the Grand Trunk road at this place was ordered last evening at a meeting of the American Railway union, and the 100 members were ordered to go out to-day. The labor men at the crossing of the Grand Trunk, Fort Wayne and Nickel Plate roads went out last night.

Operators at Emporia Strike.

EMPORIA, Kan., July 2.—The strike situation here is unchanged, except that most of the operators here quit work because one of their number had been discharged for advising section hands to join the strikers.

Out at Salt Lake.

SALT LAKE, Utah, July 2.—A meeting of railway employees of all roads here was held last evening. The brakemen, firemen and switchmen decided to go out at once, and the shopmen will go out to-day.

General Strike on the Wabash.

ST. LOUIS, Mo., July 2.—Debs' order to strike covers the entire Wabash system, which is reported entirely tied up.

CONDENSED TELEGRAMS.

Arrangements have been completed for the sale of the Columbia group of gold mines in Boulder county, Colorado, to a syndicate of New York capitalists for \$5,000,000.

In Pueblo, Col., owing to the strike of the Southern coal miners, not a dollar's worth of coal is for sale, and, unless relief comes soon, the steel works and smelters will have to shut down.

In Cincinnati, Saturday, revenue stamps to pay \$70,000 whisky taxes, to take it out of bond, were sold. Three million dollars' worth of stamps were received from Washington the same day.

Fourth of July.

For above occasion the Missouri Pacific will sell tickets on July 3d and 4th, limited to return to July 5th, between all stations within the state of Kansas with in 200 miles distance, at rate of one fare for the round trip. No ticket less than 50 cents.

All the talk in the world will not convince you so quickly as one trial of Dr. Witt's Little Early Riser, Best pill for Constipation, best for Sick Headache, best for Sour Stomach. J. K. Jones.

Small in size, great in results: Dr. Witt's Little Early Riser, Best pill for Constipation, best for Sick Headache, best for Sour Stomach. J. K. Jones.

Peerless Steam Laundry—Peerless Steam Laundry.

UNION PACIFIC IN IT.

Its Western Division Now Tied
Up by Strike.

Federal Troops Ordered Out at
Tripidad, Col.

TRANSFERS STOPPED.

No Transferring is Being Done
in Chicago.

CHICAGO, Ill., July 2.—Business in Chicago is seriously paralyzed as the result of the present labor difficulties. Transfer business via Chicago is entirely blocked by the so-called American Railway union. This business is freight exchange between all Eastern and Western roads centering in Chicago, and so long as the Belt railway is tied up, the inter-state business between Eastern and Western lines can not be moved. It is absolutely necessary that this channel of interchange of inter-state business should be kept open, otherwise the roads that use it for their transfer must continue to be paralyzed. The situation is summed up as follows:

Panhandle.—At about 3 o'clock yesterday afternoon a gang of thirty strikers broke into the Panhandle switch tower at West Pullman and with threats and abusive epithets chased the telegraph operator out of it with threats against his life if he ever returned. A mob of 300 men is gathered at Riverdale with the avowed intention of making an assault on train No. 21, carrying mail and Pullman sleeper and dining car. This is the same fast train from the East which the rioters stopped Saturday and sacked the dining cars.

Fifty-two deputy sheriffs and eleven deputy marshals are there and reinforcements have been sent there with a view to protecting the train.

Illinois Central.—Sixty-five deputy United States marshals have been stationed at Riverdale crossing, and all the Illinois Central trains have been coming through without interference.

Chicago and Alton passenger trains in Illinois are moving in both directions about on time with the usual equipments. Passenger trains to and from Kansas City and St. Louis were stopped at Slater, Mo., where engines are changed, by reason of the firemen refusing to go on trains hauling Pullman equipments. The company has arranged for United States deputy marshals to go to Slater and raise the blockade.

Aetehison, Topeka and Santa Fe.—Yesterday Chicago the situation was about as Saturday. Passenger trains at Chicago have departed and arrived on time.

Chicago, Burlington and Quincy passenger service in Chicago is intact, and no trouble is anticipated. Every body is quiet along the line and at outside points.

The Chicago, Rock Island and Pacific: All trains abandoned until further notice. This notice is given for the reason that the road is blocked with freight, and freight trains are being run from here south, and the strikers are in an ugly mood and it is not safe to run trains.

The Baltimore and Ohio attempted to start freight, but the train now stands at South Chicago minus links and pins, while the strikers have taken the Michigan Central switchmen at Kensington Junction, at which point the Michigan Central strikes the Illinois Central to come into the city, were driven from their posts by the mob. Considerable difficulty is experienced in getting trains past Kensington Junction.

Chicago and Grand Trunk: The limited express, due to leave Chicago at 8:10, left on time and passed the city limits on time. The Eastern express, due to leave at 8:15, has been abandoned, as the company has no engineer or fireman to run the train.

Wabash railroad: Many of the freight crews between Chicago and Detroit are members of the A. R. U. and have left their places. Passenger trains between Chicago and Detroit are running all right so far, but some will be late. No trouble on the lines west of the Mississippi river.

All day Sunday three Rock Island passenger trains stood on a siding at Blue Island, where they had been thrown Saturday night by the strikers. Nearly 300 passengers, including women and children, passed Saturday night and Sunday with very little food, and less water, and suffering under the hot rays of a summer sun.

ON THE WABASH.

Five Hundred Passengers Laid Out at Decatur, Ill.

DECATUR, Ill., July 2.—Since 6 o'clock Saturday night only one Wabash train has passed Decatur. It got away to Toledo. A mail car was sent east yesterday. All other trains, both freight and passenger, have been stopped here by the trainmen, who have joined the strikers. Six hundred are out here. Ten through Wabash passenger trains are sidetracked and 500 passengers are laid out. Many of them have been in the cars forty-eight hours. Yesterday these passengers petitioned the strikers to allow the trains to go on to terminal stations. The strikers returned the petition with a refusal. Then the passengers wired Governor Altgeld for assistance in moving the trains. The governor has wired Sheriff Perl for information as to the situation.

AT KANSAS CITY.

The Switchmen Did Not Strike—Alton and Santa Fe Trains Delayed.

KANSAS CITY, Mo., July 2.—The situation in Kansas City remains unchanged. The expected strike of the switchmen on all the other roads did not take place nor did any of the switchmen on the Santa Fe go out. The Santa Fe made all arrangements to send out a Chicago freight train, but owing to a rumor that their

operators would go out at noon did not send the train out.

Deputy United States Marshal Colt sent orders from Marshal Shelby was sent on a special Chicago and Alton train to Slater, Mo., to protect the United States mails, which are tied up at that place. In view of the tie-up of the Chicago and Alton trains were not sent out, the officials knowing that the trains would be tied up at Slater. The same situation prevailed regarding the Rock Island.

Passenger and freight trains went out as usual over all the other roads. The 7:30 o'clock Chicago passenger train on the Santa Fe pulled out of the union depot about 11 o'clock last night with three Pullman sleepers and six United States Deputy marshals under the direction of Deputy Marshal Baldeman.

REFUSED TO OBEY DEBS.

Illinois Central Engineers and Firemen at Cherokee Loyal to the Company.

CHICAGO, July 2.—The following message was received at Fort Dodge and Cherokee, Ia.:

CHICAGO, Ill., June 30.—All Chicago and Pacific lines will stand by the Pullman boycott. Take same action and all men will be guaranteed full protection, irrespective of organization. Form a committee to send the chairman's name to us. It is not necessary to have money at present; they can settle when they can get it.

Engineers and firemen of this division immediately sent Mr. Debs the following reply:

CHICAGO, Ill., July 1.—At a meeting of the engineers and firemen of the Cherokee division of the Illinois Central company, held at Cherokee July 1, it was resolved that the engineers and firemen of this division have no grievance against this company. We have always been well treated by this company. When grievances existed we have had them adjusted to our satisfaction. We do not work for the Pullman company, and thank their strike unjust and uncalculated for the Illinois Central company. We propose to remain with our engines and the company, and will do our utmost to protect the company's property and the interests of the public. Signed by twenty-two engineers and firemen.

TROOPS ORDERED TO TRINIDAD.

General McCook Will Protect the Santa Fe and Gulf.

WASHINGTON, July 2.—Dispatches were received by Attorney General Olney last evening from Judge Hall, let of the United States court, Colorado, and United States Marshal Israel, stating that the railroad strikers were refusing to allow trains to run from Trinidad, Col., on the Atchison, Topeka and Santa Fe, and the Gulf, Colorado and Santa Fe railroads, and asking that United States troops be sent from the Colorado division of General McCook at Fort Logan.

Mr. Olney immediately conveyed the dispatch to the White house, and Secretary of War Lamont, General Schofield, the attorney general and the president had a conference. After the conference General Schofield telegraphed to General McCook ordering him to proceed at once to Trinidad with troops. The granting of the request was also telegraphed to the United States officials. Both the railroads mentioned in the dispatches are at present in the custody of United States courts, and this is the ground on which the action of the authorities here is based.

UNION PACIFIC PARALYZED.

Western Division Is Tied Up, Not Even a Freight Train Moving.

DENVER, Col., July 2.—The Kansas Pacific company started a train for Kansas City at 8:30 last night with a non-uniform crew. The train was guarded with deputies heavily armed. Four deputies were on each car platform when the train pulled out. They have strict orders to fire upon anyone who attempts to interfere with the train or its crew.

A dispatch from Laramie, Wyo., says at a meeting members of the A. R. U. resolved to quit work. The result of the action of the union is to stop everything at that point. The No. 7 west-bound arrived on time, and was promptly side-tracked. Many passengers are detained there.

There are many poor persons on board, who have not means of sustaining themselves through a protracted delay. The last train to reach Ogden from the east was fired by a passenger. At Rawlins work was stopped at 1 o'clock yesterday. The Union Pacific road is completely tied up, not a freight train moving to-day.

OUT IN CALIFORNIA.

No Improvement in the Southern Pacific Situation.

SAN FRANCISCO, July 2.—There seems to be no improvement in the strike situation, and judging by the occurrences of the past twenty-four hours, even if the Southern Pacific succeeds in sending out more trains from the Oakland yard, there is but little prospect that they will proceed far on their way. The Oregon express, which left Oakland last evening unmolested by strikers, is now effectually stalled at Red Bluff, and to make the situation worse, over 200 feet of their trestle a few miles north of Red Bluff, was burned, and it will take several days to repair this damage before trains can pass between here and Portland.

AT ST. LOUIS.

All Passenger Trains Made Up by Yardmasters and Clerks.

ST. LOUIS, Mo., July 2.—All passenger trains were made up by yardmasters and office clerks and left this city, both morning and night, without interference from strikers, but yesterday morning's Vandalia train came in six hours late and none on the Wabash arrived at all being tied up at Decatur. With the exception of several trains of perishable goods which were switched across the bridge from East St. Louis the freight traffic is still at a standstill.

QUIET AT CINCINNATI.

Railway Managers Report the Outlook More Encouraging.

CINCINNATI, Ohio, July 2.—A most ominous quiet prevailed here yesterday. All passenger trains on all roads with Pullman cars arrived and departed as usual. The Cincinnati, Hamilton and Dayton sent out freight trains and received them without any trouble. The Louisville and Nashville brought in 100 cars of perishable freight and delivered it to the Panhandle. The engineers of the Big Four were in consultation and decided not to go out.

IVORY SOAP

IT FLOATS

IS NOT LOST IN THE TUB.

THE PROCTER & GAMBLE CO. CHICAGO



KEEP KOOL!

ABE J. AUGUST
622 Kansas Ave.,

will assist you, by calling and purchasing one of his elegant Summer SUITS, Negligee Shirts which he is selling at greatly Reduced Prices, WILL SAVE YOU BIG MONEY during the month.

ABE J. AUGUST,
622 Kansas Avenue.

One of the Delights.

One day on a C. and O. train which leads or follows through "red brush" Kentucky a native came in at a small station and took the seat in front of me. It was an accommodation train and therefore a good deal before he struck his gait and at last got on to personalities.

"Are you married?" he asked.

I expressed my regret that I was not.

"Don't know nothing about raising half a dozen children an' gettin' 'em offen yer hands?"

"No."

"Ner how hard it is to make a livin' for so many?"

"No."

"Never trotted up an' down half the night with a squallin' baby?"

I was glad to say I had not, and he went right on.

"Don't know what it is to have a scold-in' wife?"

"No."

"Ner one that ever gives you a minute's peace unless—would he chuckle over the joke that was coming—"unless it wuz a piece up her mind?"

"Never."

"An you never wuz a widower?" And this time the smile he gave me had something of a squall in it.

"Certainly not."

He reached over and laid his hand affectionately on my knee.

"Well, young feller," he said, "you don't know a doggon thing about the delights of matrimony, you don't an you have my sympathy. Have something to drink, won't you?" And he passed me a bottle so black that it almost startled me as I took it out of his hand.—Detroit Free Press.

One Way of Getting a Smoke.

When I went to Chicago, relates a traveler, Mark Twain was a passenger on the same train, and, as all the world knows, he is a persistent joker and, I may add, a persistent smoker. He ordered the carriage and proceeded to calmly fill his pipe.

"You ain't smoke here," I jolly remarked an old gentleman opposite when Mark gently produced a huge box of fuses of the kind known in the United States as "chokers"—they are so long, strong and sulphurous.

I know that," drawled Mark, lighting a fuse. "I'm not smoking, an' I" And he allowed the long fuses slowly to exhaust itself. When it had expired, he lit another and another, and the carriage reeked with the odor of brimstone.

"Why do you light those abominable things?" demanded the man.

"Because I can't smoke. I must do something to amuse myself on these long journeys." And again he scratched another fuse.

The old man began to splutter and cough and then opened a window.

"My dear sir," he at length said, "smoke, for heaven's sake, smoke! Anything is preferable to the stench of those matches."

"A thousand thanks," placidly replied Mark, putting away the obnoxious box. The odor of fine Turkish tobacco is infinitely to be preferred to the smell of sulphur, and now we shall get along very nicely."—Tit-Bits.

Awakening.

"Will—you," he said timidly, "will you have some ice cream?"

"No, thank you," replied the young woman, "I'm not eating it."

He looked surprised.

"Do you mind getting engaged to me? I know that you have been engaged to several other young men this summer, but that doesn't count."

"I was never engaged in my life," she replied.

A slight pallor came over his face.

"Pardon me, but do you know that your hat is not on exactly straight?"

"Isn't it? Oh, well, I can fix it when I get home."

He looked at her with a ghastly stare.

"Great," he exclaimed. "Have I read the comic weeklies all these years for nothing?"

And he sank to the pavement and moaned.—Detroit Free Press.

THE STATE JOURNAL'S WANT AND MISCELLANEOUS COLUMNS REACH EACH WORKING DAY IN THE WEEK MORE THAN TWICE AS MANY TOPEKA PEOPLE AS CAN BE REACHED THROUGH ANY OTHER PAPER. THIS IS A FACT.

THROUGH CAR TOPEKA TO ASBURY PARK.

The Great Rock Island Route Will Run a Special Chair Car Without Charge for Its Patrons.

This special through chair car will leave Topeka at 3:30 p. m. on Thursday, July 5, and join the official train, which leaves Chicago via the Baltimore & Ohio railroad at 2:30 p. m. July 6.

There is no official route seat of Chicago.

Prof. W. H. Olm will personally conduct this party through to Asbury park.

The special on the Baltimore & Ohio railroad will stop two hours at Pittsburgh to visit the Carnegie iron works. It will stop at various points in the mountains, and at Cumberland, Md. Will stop two hours at Harper's Ferry and arrive in Washington, D. C., Saturday evening, leaving after breakfast and arrive in Asbury park for dinner.

Rate one fare, plus \$2, for the round trip.

Tickets on sale July 5, 6 and 7, with return limit as long as any other line offers, either publicly or privately.

For Christian Endeavor meeting, tickets will be sold July 8, 9 and 10, at one fare for the round trip.

Tickets to both Asbury park and Cleveland sold to any person.

We are in it to stay and mean business with a big B. We offer you the best track, the best train service and the best time.

Call upon any agent of the Great Rock Island system for additional information, sleeping car or chair car reservation, etc.

H. O. GARVEY, City Ticket and Passenger Agent, 601 Kansas avenue, Topeka, Kan.

"There is a Salvo for every wound." We refer to Dr. Witt's Little Early Riser, cures burns, bruises, cuts, indolent sores, as a local application in the nostrils in catarrh, and always cures piles.

J. K. Jones.

Ring up American Steam Laundry, tele. 341, and have them call for your laundry.